

**SENATE CONCURRENT
RESOLUTION No. 179**

STATE OF NEW JERSEY

216th LEGISLATURE

INTRODUCED SEPTEMBER 24, 2015

Sponsored by:

Senator STEPHEN M. SWEENEY

District 3 (Cumberland, Gloucester and Salem)

Senator THOMAS H. KEAN, JR.

District 21 (Morris, Somerset and Union)

SYNOPSIS

Supports efforts of Governors of New Jersey and New York to secure federal funding for new Hudson River rail tunnel and endorses their proposal to designate PANYNJ as lead agency.

CURRENT VERSION OF TEXT

As introduced.



1 **A CONCURRENT RESOLUTION** supporting the efforts of the
2 Governors of New Jersey and New York to secure federal
3 funding for a new Hudson River rail tunnel and endorsing their
4 proposal to designate the Port Authority of New York and New
5 Jersey as the project's lead agency.
6
7 **WHEREAS**, Built in 1910, the pair of Hudson River tunnel tubes are
8 critical rail passenger crossings between New Jersey and New York
9 Pennsylvania Station, and are essential to local and regional
10 economies and the daily transportation of people into and out of
11 New York City; and
12 **WHEREAS**, The tunnel is one of the busiest sections along the
13 Northeast Corridor, connecting Washington, D.C. and Boston,
14 Massachusetts, and facilitates the movement of 450 trains and
15 200,000 passengers each day; and
16 **WHEREAS**, Superstorm Sandy damaged the tunnel's century-old
17 infrastructure when it inundated the tunnel with sea water and
18 caused deterioration of certain tunnel elements; and
19 **WHEREAS**, Due to the tunnel's aging infrastructure and the damage
20 caused by Superstorm Sandy, Amtrak estimates that the tunnel has
21 approximately 10 to 20 years of service left; and
22 **WHEREAS**, Recently, emergency tunnel repairs caused long New
23 Jersey Transit rail and Amtrak service delays, and future service
24 delays may become inevitable if the tunnel's components are not
25 replaced; and
26 **WHEREAS**, Each of the tunnel's tubes will need to be shut down for
27 more than one year to rebuild and replace the tunnel's components,
28 which will dramatically reduce trans-Hudson rail capacity by 75
29 percent; and
30 **WHEREAS**, A new two-track Hudson River tunnel is needed to
31 increase future growth capacity and support current capacity while
32 the existing tunnel is rebuilt and replaced; and
33 **WHEREAS**, A new Hudson River tunnel has been included in a larger
34 rail transportation project, Amtrak's Gateway Program, to increase
35 rail capacity along the Northeast Corridor and accommodate future
36 rail passenger demand for both Amtrak and New Jersey Transit
37 services; and
38 **WHEREAS**, If started immediately, construction of a new tunnel and
39 replacement of the existing tunnel would take at least 10 years and
40 cost billions of dollars; and
41 **WHEREAS**, The New Jersey Senate Legislative Oversight Committee
42 heard testimony on August 10, 2015 concerning, in part, the
43 importance of the new tunnel project and the need to build a new
44 tunnel; and
45 **WHEREAS**, Construction of a new tunnel will not progress without a
46 viable funding proposal and federal grant assistance; and
47 **WHEREAS**, In a letter written to President Obama, the Governors of
48 New Jersey and New York came together to help secure federal

1 funding for construction of a new Hudson River tunnel and
 2 presented a funding proposal where the states, along with the Port
 3 Authority of New York and New Jersey, will develop a funding
 4 plan to pay for half of the project's costs, including "convening all
 5 relevant agencies, and utilizing the proposed federal low-interest
 6 loan, local funding sources, and other funding strategies," if the
 7 federal government agrees to pay for the other half; and

8 **WHEREAS**, The Governors of New Jersey and New York proposed
 9 designating the Port Authority of New York and New Jersey as the
 10 lead agency responsible for developing a plan and involving
 11 relevant parties; and

12 **WHEREAS**, New Jersey and New York have taken critical steps to
 13 move this vital project forward, and their efforts to secure federal
 14 funding and propose designation of the Port Authority of New York
 15 and New Jersey as the project's lead agency should be recognized
 16 and supported; now, therefore,

17
 18 **BE IT RESOLVED** *by the Senate of the State of New Jersey (the*
 19 *General Assembly concurring):*

20
 21 1. The Legislature supports the efforts of the Governors of
 22 New Jersey and New York to secure federal funding for
 23 construction of a new Hudson River rail tunnel and endorses their
 24 proposal to designate the Port Authority of New York and New
 25 Jersey as the project's lead agency.

26
 27 2. Copies of this resolution, as filed with the Secretary of State,
 28 shall be transmitted by the Clerk of the General Assembly or the
 29 Secretary of the Senate to the President of the United States, every
 30 member of Congress elected from New Jersey and New York, and
 31 the Governors of New Jersey and New York.

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34 STATEMENT

35
 36 This resolution supports the efforts of the Governors of New
 37 Jersey and New York to secure federal funding for construction of a
 38 new two-track Hudson River rail tunnel and endorses their proposal
 39 to designate the Port Authority of New York and New Jersey
 40 (PANYNJ) as the tunnel project's lead agency.

41 The pair of Hudson River tunnel tubes, built in 1910, are critical
 42 rail passenger crossings between New Jersey and New York's
 43 Pennsylvania Station. It is one of the busiest sections along the
 44 Northeast Corridor and facilitates movement of 450 trains and
 45 200,000 passengers daily. Superstorm Sandy further damaged the
 46 tunnel's century-old infrastructure. Amtrak estimates that the
 47 tunnel has about 10 to 20 years of service left. Delays may become
 48 inevitable if the tunnel's infrastructure is not rebuilt and replaced.

1 Each of the tunnel's tubes will need to be closed for more than
2 one year in order to rebuild and replace the tunnel's components.
3 The closure of one tube will lead to a 75 percent reduction in trans-
4 Hudson rail capacity. Construction of a new two-track Hudson
5 River rail tunnel is needed to avoid this reduction in capacity and
6 increase capacity for future growth. A new Hudson River tunnel is
7 included in Amtrak's Gateway Program to increase rail capacity
8 along the Northeast Corridor. It may take at least 10 years and cost
9 billions of dollars to construct a new tunnel and replace the existing
10 tunnel.

11 The New Jersey Senate Legislative Oversight Committee heard
12 testimony on August 10, 2015 concerning the importance of the
13 new tunnel project and the need to build a new tunnel. However,
14 construction will not progress without a viable funding proposal and
15 federal grants. The Governors of New Jersey and New York took
16 the first steps toward moving the project forward by presenting a
17 funding proposal to President Obama. Under the proposal, New
18 Jersey and New York, along with the PANYNJ, will pay half of the
19 project's cost if the federal government pays the other half. The
20 Governors also proposed designating the PANYNJ as the lead
21 agency responsible for developing a plan and involving relevant
22 parties. The Legislature supports the Governors' efforts to secure
23 federal funding and endorses their proposal to designate the
24 PANYNJ as the project's lead agency.